The Signalman's Journal

Volume 79, Number 1 February 1998

**********3-DIGIT 195
PF RHOADS
4015 FRIEDENSBURG RD
OLEY PA 19547-8714

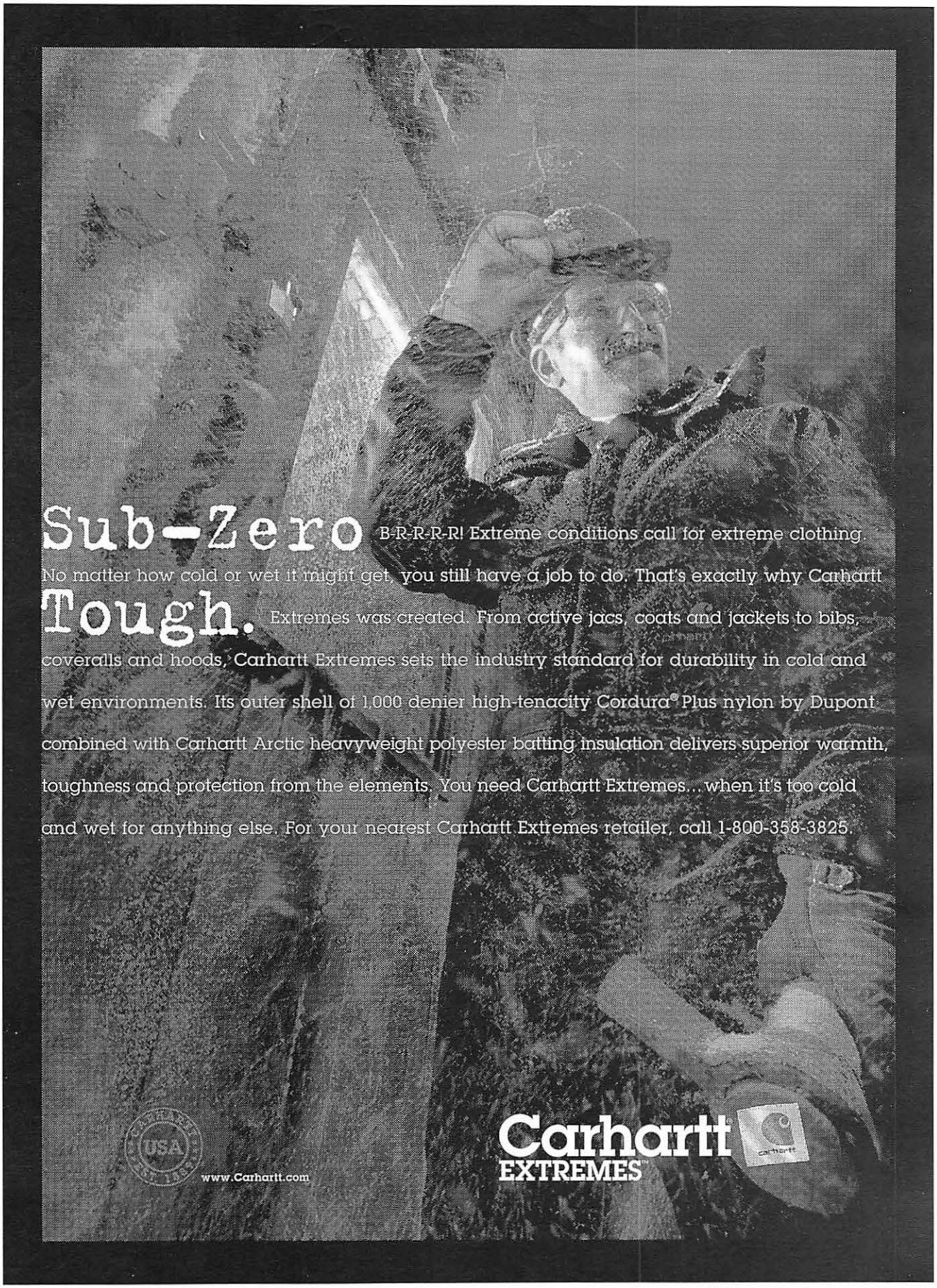
In This Issue:

The Attempt to Silence Working Families - Page - 9

Signalmen Successful on I&M - Page - 13

Hazardous Materials Training Schedule - Page - 14

BRS Training Program A Success - Page - 35


Sub-Zero
B-R-R-R-R-R! Extreme conditions call for extreme clothing. No matter how cold or wet it might get, you still have a job to do. That's exactly why Carhartt
Tough.
Extremes was created. From active jacs, coats and jackets to bibs, coveralls and hoods, Carhartt Extremes sets the industry standard for durability in cold and wet environments. Its outer shell of 1,000 denier high-tenacity Cordura® Plus nylon by Dupont combined with Carhartt Arctic heavyweight polyester batting insulation delivers superior warmth, toughness and protection from the elements. You need Carhartt Extremes... when it's too cold and wet for anything else. For your nearest Carhartt Extremes retailer, call 1-800-358-3825.
USA
www.Carhartt.com
Carhartt
EXTREMES

The Signalman's Journal

Official Publication of the Brotherhood of Railroad Signalmen
Web Page: www.brs.org

Volume 79, Number 1 **February 1997**

DIRECTORY

NATIONAL HEADQUARTERS:
601 West Golf Road, Box U
Mount Prospect, IL 60056-9048
(847) 439-3732 Fax: (847) 439-3743
email: signal@brs.org

W.D. Pickett, President (Ext. 18)
email: wdp@brs.org
R. R. Foley, Secretary-Treasurer (Ext.10)
email: rrf@brs.org
C. A. McGraw, Vice President - National Railroad Adjustment Board (Ext. 26)
J. P. Finn, Vice President - Grand Lodge (Ext. 27)
T. J. DePaepe, Grand Lodge Representative & Director of Research (Ext. 29)

J.L. Mattingly, Vice President - Northeast (Ext. 11)
D.M. Boston, National Legislative Rep. (Ext. 12)
10 "G" Street N.E., Suite 440
Washington, D.C. 20002 (202) 628-5935

F.E. Mason, Vice President—Southeast
571 North Highway 16
Denver, NC 28037 (704) 483-1655

J.L. Barton, Vice President—Midwest
Box U, Mount Prospect, IL 60056-9048
(847) 439-3732 (Ext. 25)

V. Van Artsdalen, Vice President—West
607 10th Street, Suite 102
Golden, CO 80401 (303) 278-0507
email: brs west@aol.com

BOARD OF TRUSTEES:
G.E. Jones, Chairman
P.O. Box 610
Spanish Fork, UT 84660 (801) 798-8368

W.R. Saar Jr., Secretary
36 Newport Road
Island Park, NY 11558 (516) 897-2674

W.A. Barrows, Member
P.O. Box 266
Dover, OH 44622-0266 (330) 364-4003

OFFICERS EMERITUS:

R.T. Bates, President Emeritus
32 Calle Frambuesa
Green Valley, AZ 85614

W.D. Best, Secretary-Treasurer Emeritus
10506 W. Highwood Lane #33
Sun City, AZ 85204

C.J. Chamberlain, President Emeritus
740 Saint Andrews Lane #33
Crystal Lake, IL 60014

Features:

9. The Attempt to Silence Working Families
11. CSXT Midwest Rail Upgrade Project
12. UTU Seeks Back Door Representation Election
13. Signalmen Successful on I&M
14. 1998 Hazardous Materials Training
16. Restoring A Level Playing Field to America
20. Common Sense Economics
30. Signal Interlockings Dedicated to Fallen LIRR Signalmen
31. General Committee Meetings
35. BRS Training Program A Success

Departments:

5. President's Column
6. Photo Contest
8. SPL Report
18. Railroad Retirement Information
26. Obituaries
32. Signalman's Store
33. FELA Directory
34. Benefits Directory
35. Collector's Corner

Cover: The Pandrol-Jackson rail grinder passes through Conrail's Walten Main Road crossing in Geneva, Ohio.
Photo Submitted By: A.A. Veniotti, Local 35

The Signalman's Journal (ISSN-0037-5020) is published bimonthly (February, April, June, August, October, December) by the Brotherhood of Railroad Signalmen, 601 West Golf Road, Box U, Mount Prospect, IL 60056-9048. Periodicals Postage Paid at Mount Prospect, IL.
POSTMASTER: Send address changes to: The Signalman's Journal, The Brotherhood of Railroad Signalmen, Box U, Mount Prospect, IL 60056-9048.
Subscription Rates: $10.00 per year, sold only in the United States and Canada. Single copy price is $2.00.

Local 77 Renamed in Honor of BRS President Pickett and Former Local President Donnelly

By W.A. Barrows

On January 17, in Roanoke, Virginia, Local 77 President L. Parker Jr. officially dedicated Local 77 as the "Pickett/Donnelly - Local 77."

Brother Parker presented John Donnelly, retired member and former Local 77 President and Dan Pickett, BRS President with plaques to commemorate the occasion.

Brothers Donnelly and Pickett thanked the Local, expressing both gratitude and humility for the honor. Each Brother related stories of their long friendship beginning when they were assigned as adjoining Maintainers and continued through their careers as members and officers of Local 77.

Brother Donnelly retired last year after more than 40 years as a member of Local 77. He served as Local President, Local Chairman and Vice General Chairman on the Norfolk Southern General Committee.

President Pickett served as Local 77 Recording Secretary and Local Chairman before being appointed to a full time position as the BRS National Legislative Director.

Local President Leonard Parker expressed gratitude on behalf of Local 77 for the leadership of Brothers Donnelly and Pickett. He stated that their leadership was instrumental in the current strength of Local 77 and the Brotherhood of Railroad Signalmen. He acknowledged the turnout of 60 people at the ceremony as recognition of the leadership they both brought to Local 77.

Following the dedication ceremony, members and guests heard from President Pickett, Secretary-Treasurer R.R. Foley and Southeast Vice President F.E. Mason. Each speaker commended the Local for its strong showing and challenged them to continue their solidarity.

President Pickett informed members that Rail Labor faced a serious challenge to maintain solidarity, noting that the United Transportation Union had taken the unprecedented action to reclassify engineers and trainmen as a single class and craft of employees by calling for a representation election between the UTU and the Brotherhood of Locomotive Engineers (BLE) members. Pickett cautioned the members that disputes between labor organizations waste valuable resources that could better server the interests of their members.

President Pickett challenged members to get involved politically by voting for representatives that support rail workers, based on their actions and not their political affiliation. Pickett called on members of Local 77 to participate in the July 1998 convention by sending a full slate of delegates to represent Local 77.

Southeast Vice President F.E. Mason brought members up to date on the Conrail merger saying that the BRS is challenging the railroads' merger on three fronts. The first is through an organized effort by rail labor organizations known as the Allied Rail Unions (ARU) by opposing approval at the Surface Transportation Board. The second is through action in the federal courts insisting that the employees have a say in any changes to the collective bargaining agreements. The third is through the filing of Notices to negotiate under the Railway Labor Act. The position of the BRS is that either both parties are barred from making agreement changes or both parties are free to negotiate changes, and not that the railroad alone is free to seek changes.

(r-l) Local 77 President L. Parker Jr., presents J. Donnelly and W.D. Pickett with a plaque at the dedication ceremony of the Donnelly/Pickett Local.

Secretary R.R. Foley informed members that the BRS, under the guidance and assistance of the Grand Board of Trustees, has developed for the last two years the best financial performance the Brotherhood has experienced in over 10 years.

Following the speakers, Brother Parker called for the election of Delegates to the Convention. Local 77 elected six delegates, L. Parker Jr., G.Ratcliffe, G.W. Sheally Jr., D. Lawrence, D.R. Gray Jr., C.A. Hedge Jr., and three alternates, D. Haymore, B. Johnson and B. Elliott to represent Local 77 at the 1998 Convention.

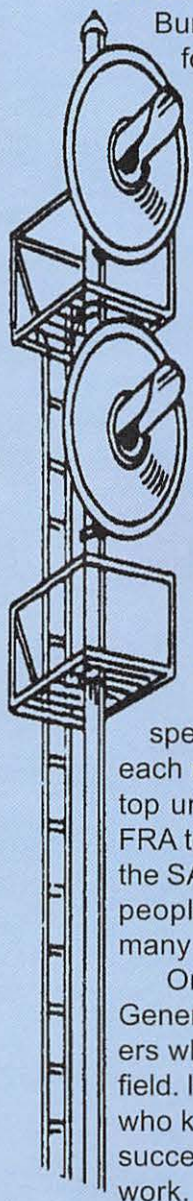
BRS CALENDAR

July 13-17 BRS 47th Regular Convention in Cincinnati, Ohio.

The SACP Process,
What it is and How it is Supposed to Work

PRESIDENT'S COLUMN

What is the Safety Assurance Compliance Program (SACP) that is presently being utilized on the Union Pacific, CSX Transportation and Burlington Northern/Santa Fe. The SACP focuses on identifying and remedying root causes of safety concerns across an entire railroad system. In order for the SACP process to be successful, there must be the full participation by railroad labor, management and the Federal Railroad Administration (FRA), in an atmosphere of openness and trust.



The SACP process was initiated on UP and CSXT because of serious train accidents on each railroad. FRA sent a team of inspectors to each railroad to identify any items that would adversely affect safety and/or contributed to the accidents that had taken place. BN/SF voluntarily agreed to a SACP evaluation in order to ascertain their safety environment.

When the teams finished their inspections, they invited rail labor to work with each railroad to find safety solutions. Initially, top union and rail management met with the FRA to confront these safety inadequacies. As the SACP process developed, more and more people were brought in to help implement many of the safety solutions.

On the union side, that meant bringing in General Chairmen, Local Chairmen and workers who know how things actually work in the field. It is important to have the people involved who know which safety initiatives actually are successful and which safety initiatives will not work.

While we continue to work with the FRA and rail management we must not lose sight of what we are trying to accomplish. We are trying to identify safety concerns on the entire railroad and implement solutions to these problems. During the process other safety concerns were identified and corrective measures were put in place to remedy these concerns.

While many positive things have come out of this process, we must remember what is not supposed to happen during these meetings.

Employees should not be encouraged to support waiver processes that cater to the personal safety agenda of individual railroads.

Employees should not be encouraged to work with the railroads to repeal federal regulations that promote a safe work environment and had previously been agreed to by rail labor, rail management and the FRA.

Employees should not be coerced or intimidated to agree to items that only promote a railroad's safety agenda and ignore the true core safety problems.

Employees should not be discouraged from speaking their minds, especially if those thoughts are contrary to a railroad's safety agenda.

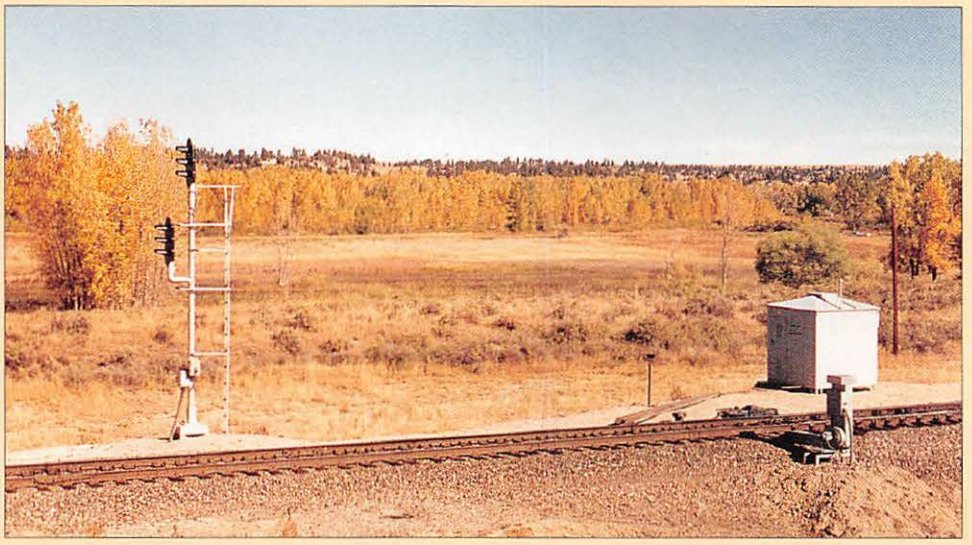
The SACP process was designed to make the railroad environment safer, it was not designed to use employees to weaken federal regulations or make the railroad environment unsafe.

Hopefully, rail labor, management and the FRA will continue to adhere to the basic principles that made the SACP process successful so far. If they do, this cooperative safety partnership, to which all parties have committed, will ensure real and lasting safety improvements on UP and CSXT as safety remedies are implemented.

I remain, in solidarity,

W. Dan Pickett

Photo Contest

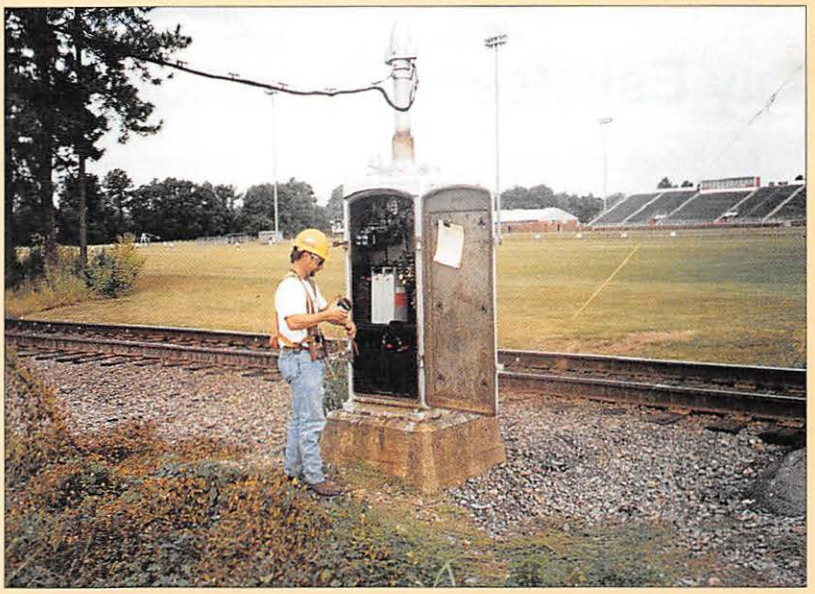


The Pompeys Pillar Mountain overlooks a single power switch on the Forsyth Subdivision on the BNSF. ***Photo by G.T. Urfer, Local 87.***

BNSF Signal Inspector C.G. Heaps Jr., and Maintainer J.F. Temple install new flasher units in Cody, Wyoming. ***Photo by G.T. Urfer, Local 87.***

BNSF Billings Signal Crew replaces a crossing flasher/cantilever near Powell, Wyoming on the Cody Subdivision. ***Photo by G.T. Urfer, Local 87.***

UP Signal Gang 2667 Signalman R.C. East, unloads cable near Mer Rouge, Louisiana. ***Photo by E.J. Anousakes, Local 72.***



UP Signal Maintainer J.M. Jenkins checks crossing batteries in Monroe, Louisiana. ***Photo by E.J. Anousakes, Local 72.***

Photo Contest

UP Signal Gang 2619 Signalman R.W. Harrington unreels cable for new signal circuits in Monroe, Louisiana. ***Photo by E.J. Anousakes, Local 72.***

SPL Report:

Pro-Labor Politicians: Our Friends In Congress

1998 will prove to be an important year in the political arena. Two very important questions to ask a candidate are whether or not he/she supports a worker's right to belong to a union, and the ability to strike as a last resort.

Ask the person you will vote for, as well as yourself, does change mean, **No Union, No Job, No Social Security, and No Railroad Retirement,** or does change mean **increasing benefits and improving conditions for the working men and women in America**. Make sure you vote, but make sure not to vote for the wolf in sheep's clothing.

As part of an ongoing feature, we will be showcasing candidates for Congress in *The Signalman's Journal*. We hope that the information will be useful to you in determining who the best candidate is to receive your vote; also, so that you know which candidates share your ideas and goals.

Lily Eskelsen, (D) Candidate, 2nd District, Utah

Lily Eskelsen brings a strong background laden with community service into her fight to unseat the Republican incumbent as U.S. Representative for the 2nd District of Utah.

Eskelsen is a former Utah Teacher of the Year and three-term president of the Utah Education Association (UEA) and has fought hard to increase educational opportunities for needy and disabled children. As UEA president, Eskelsen organized the Children at Risk Foundation to provide scholarships to needy and disabled schoolchildren.

Through her energetic work and recognized effectiveness in a state legislature that is overwhelmingly Republican, Eskelsen was able to achieve many improvements in education. Those achievements include securing the highest dollars for education ever appropriated, increases in teacher compensation and retirement benefits, class size reduction, and school computers and textbooks. While spending six years working for the UEA, she "tried to recruit good people-from both political parties."

Eskelsen is not new to the labor movement. She has spent much of her life fighting for working families in Utah - struggling to protect pension plans and benefit packages, and fighting for fair wages and better working conditions for Utah's teachers and working families. Eskelsen has promised that while in Congress she will work to protect the minimum wage and she will battle direct attacks from Republicans seeking to prevent organized union people from being involved in the political process. She also promises to work with labor to ensure that programs like Medicare and Social Security are not gutted to provide tax breaks for the wealthy at the expense of working Americans.

She said the focus of her campaign is simple.

"The issue is children, What kind of future do we want for our kids? There is not an issue that is going to come before us that will not somehow impact our kids," she said. Jobs, transportation, health, safety, "the air they breathe and the water they drink."

Although an active Democrat, Eskelsen successfully earned the support of the state's mostly Republican 20,000 teachers and the respect of legislators and community leaders across party lines. An example of that respect was Eskelsen's appointment by Utah Governor Mike Leavitt to serve in the Utah State Retirement System, a position she still holds.

Lily Eskelsen

The Attempt to Silence Working Families

Initiatives to limit the role of working families and their unions have only one purpose and that's to further skew the political balance of power in America.

Brotherhood of Railroad Signalmen members need to be aware of the actions being implemented by our opposition to reduce the effectiveness of union workers and their families in the political arena.

As working families and their unions increasingly speak out on important political and legislative issues, a coordinated, nationwide campaign to silence them is mounting.

Corporations, right-wing foundations and national anti-union lobbying groups are introducing initiatives and legislation in all 50 states designed to limit working families' participation in the political process by singling out unions for burdensome restrictions.

Backers of the initiatives claim to be protecting the interests of working Americans and represent their proposals as "campaign finance reform." In truth, the initiatives are designed to silence the voice of working America. They exacerbate - they don't alleviate - the flaws and imbalances in a campaign finance system that already heavily favors corporations and the wealthy. And they are a direct response to the AFL-CIO's aggressive education and mobilization efforts among working families that in 1996 increased the minimum wage and prevented cuts in Medicare, pensions and education.

In the political process, corporations already outspend unions 11-to-1.

In the 1996 election cycle, corporations accounted for more than 40 percent of the $1.6 billion raised by political candidates and parties - while unions accounted for less than 4 percent. And the disparity is growing. Corporations outspent unions by a ratio of 11-to-1 in 1996, compared to a ratio of 9-to-1 in 1992. In "soft money" contributions (unlimited contributions to parties and committees), the gap is even wider: In 1996, corporations spent 19 times more than unions did. New restrictions on unions' participation in the political process will further tilt the balance of power in favor of corporations.

The initiatives single out unions, proposing tight controls and burdensome regulations that wouldn't apply to anyone else.

They would silence the voice of working families, without limiting political spending by corporations or other special interest groups. And they're just unnecessary: Union members already have more protections than members of other organizations, and unions are already subject to more stringent reporting requirements.

This is a concerted effort to retaliate against working families and their unions for exposing the right-wing agenda.

This is not a grassroots movement by union members. The overwhelming majority of union members support their union's involvement in political activities. It is a nationwide, coordinated effort by corporations and national right-wing foundations and lobbying groups, who are introducing

(Continued on next page)

Total Contributions

	Corporations	Unions	Ratio
1996	$677,442,423	$60,352,761	**11-to-1**
1994	$492,956,181	$48,319,054	10-to-1
1992	$447,594,985	$48,152,256	9-to-1

Soft Money Contributions

	Corporations	Unions	Ratio
1996	$176,108,186	$9,505,745	**19-to-1**
1994	$64,753,971	$4,239,459	15-to-1
1992	$66,342,241	$4,251,334	16-to-1

Hard Money Contributions

	Corporations	Unions	Ratio
1996	$501,334,237	$50,847,016	**10-to-1**
1994	$428,202,210	$44,025,595	10-to-1
1992	$381,252,744	$44,067,720	9-to-1

...The Attempt to Silence Working Families

(Continued from previous page)
similar initiatives and legislation in all 50 states. These are the same groups that tried to block the increase in the minimum wage, dismantle job safety laws, and cut Medicare, education and pensions. In 1996, working families - through the AFL-CIO's Labor '96 education and mobilization campaign - stopped them, and now it's pay-back time.

As it stands, union members have a choice.

No worker can be forced to fund a union's political and legislative activities. Union members elect their own leaders and vote on where and how their money will be spent. The minority of workers who disagree with union political activities can choose to not belong to the union. Such employees are not required to pay the amount of the dues that go for political and legislative activities. Corporations, by contrast, don't give shareholders, employees or customers any say in their political activities.

Union members want their unions to be active in the political arena.

By a 6-to-1 margin, union members want their unions and the AFL-CIO to speak out about politics and legislation, according to a 1996 poll by Peter Hart Research and Associates. The overwhelming majority of union members support the AFL-CIO's position on working family issues: 86 percent, for example, approved of "fighting to protect Medicare from large cuts" and "fighting to increase the minimum wage." A full 90 percent approved of their union's efforts to educate and involve them in the political process.

Initiatives to further skew the political balance of power are being disguised as "campaign finance reform." They're not.

The current campaign finance system already unfairly rewards wealthy contributors. To be serious, reform efforts can't limit the role of working families and their unions. Instead, serious reform should limit all campaign spending, provide for public financing to give voters a chance to hear from all candidates, and take other steps to make sure no group has an unfair say in how our government is run.

New Mailing Address and Phone Information

Effective January 12, 1998, a new mailing address and telephone number will be in effect for S.R. Ellison, General Chairman, Northeast General Committee. The new mailing address and telephone numbers will be:

S.R. Ellison, BRS NEGC
P.O. Box 207
Ronceverte, WV 24970
Voice: (304) 647-4720
Fax: (304) 647-4723

ENTRY FORM-1998 PHOTO CONTEST
THE SIGNALMAN'S JOURNAL
BOX U
MOUNT PROSPECT, IL 60056-9048

Name _____

Local No. _____

Mailing Address:

Street or Box _____

City_____ **State**___ **Zip**_____

Phone ( ) _____

R.R. Employer _____

Job Title _____

Photo Location _____

Photo Description _____

_____

_____

_____

_____

CSXT Midwest Rail Upgrade Project

CSXT Signalmen and AST Workers Install New Signal Equipment

CSXT work crews are ahead of schedule on the Midwest Rail Upgrade Project, which encompasses tracks in Illinois, Indiana and Ohio.

The work involves track surface and drainage improvements, installation of a third track over certain sections and the installation of a new bi-directional signal system. In addition to the substantial signal system improvements, CSXT signal crews and American Systems Technology (AST) signal crews are scheduled to reconstruct the warning systems at as many as 15 highway-railroad grade crossing in these areas. Reconstruction of grade crossings normally requires their closure for three to four days.

Because of this project, a substantial number of signal employees have been added to the portion of CSXT covered by the Baltimore & Ohio agreement. The majority of the new employees are expected to be retained when the project is completed.

As part of the agreement between BRS and CSXT, AST members were utilized to fill the gap between permanent and temporary work. When the project is completed all work will revert to the remaining expanded B&O work force and the agreement that facilitated non-B&O members performing a portion of the work will be canceled.

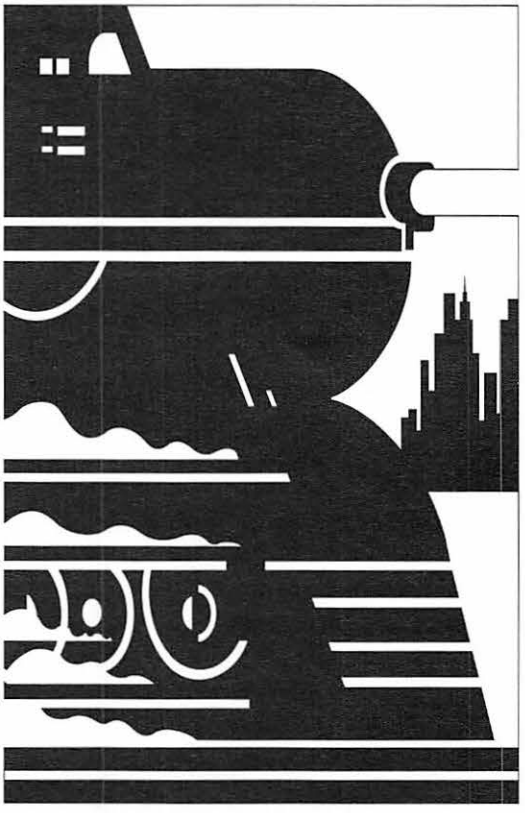
Vice President F. E. Mason (center) and General Chairman C. T. Green (far right) explain seniority provisions to a small portion of new CSXT Signal Employees in Garret, Indiana.

Midwest Vice President J. L. Barton explains a portion of the AST Agreement during the ratification process.

AST Signal crew members erect new signals installed with snow shields.

BRS Vice President F. E. Mason inspects a newly installed switch snow removal system on an outlying portion of the CSXT project in Indiana.

UTU Seeks "Back-Door" Representation Election



In a surprise move, the United Transportation Union (UTU) asked the National Mediation Board to call an election that would allow members of the UTU and the Brotherhood of Locomotive Engineers (BLE) to vote on creating a single labor organization representing all train crew employees.

In a letter to BRS President Dan Pickett, UTU President Charles Little rationalized his union's actions by stating, "We believe it is imperative for the long-term viability of operating rail labor that the rank-and-file operating employees, who are members of either the UTU or BLE, be allowed to decide their own future by choosing either the UTU or BLE to represent them.

"The UTU has been willing to merge with the BLE and has even proposed putting the issue to a vote of both memberships. This proposal was refused by BLE International leadership and now should be resolved by operating rail labor itself through representation elections so the rank-and-file members can decide their fate. The UTU leadership has no desire to continue and promote separation in representation.

"The UTU realizes that unions must change with the times or face becoming irrelevant. We believe that for rail labor to remain relevant it should consolidate into one strong operating craft represented by one union, which will have more than 100,000 members in North America. This action is the right thing for the operating employees, the rail industry and all of rail labor."

Sheer number of members in such an election would favor UTU, which says it has 75,000 active members, compared with BLE's claim of 50,000 active members.

The BLE and UTU have discussed the possibility of a merger in the past. In 1997, UTU asked BLE to put a merger to a membership vote. This bid was rejected by the BLE.

UTU has asked that the first representation election for a single union be held on the Union Pacific Railroad, where the UTU holds not only a numerical edge in membership, but also represents a higher percentage of engineers than on other roads.

In response to the possible representation election, BLE President Clarence Monin stated, "Each time the United Transportation Union has agreed to eliminate a position on the train, it has tried to raid our membership. Locomotive engineers are proud of their craft, and they want to be represented by the union that has represented their craft since 1863."

The Rail Labor Division of the Transportation Trades Department (TTD) overwhelmingly approved a resolution that opposed the UTU proposal. Of the 13 unions in the Rail Labor Division, 12 voted for the resolution and the UTU voted against it.

"There is an old maxim in the labor movement that 'an injury to one is an injury to all,'" stated President Pickett, chair of the TTD Rail Labor Division. "Rail labor can't stand for attacks on any one of our unions."

By issuing the resolution, rail labor called for the NMB to reject the UTU petition, and urged AFL-CIO President John Sweeney to "insist that the UTU cease and desist from this union-busting attack," using sanctions under the federation's constitution if necessary.

"This is not the first time the UTU and BLE have had representation problems," Pickett said. "But by rail labor demonstrating its unified opposition to this tactic, we hope it will be the last time.

"With all the restructuring and consolidation occurring on the nation's railroads, workers cannot afford to fight each other," Pickett said. "We must maintain our solidarity in fighting together in the interest of rail workers."

UTU BREAKS WITH RAIL LABOR AND SUPPORTS CSX/NS/CONRAIL MERGER

The United Transportation Union (UTU) has broke ranks with rail labor and announced that it will support the CSX/NS/Conrail merger.

"This is a milestone commitment to protect union jobs by having the carriers agree to grant automatic certification of train-and-engine service employees, yardmasters and hostlers who could be adversely affected by the looming merger of Conrail by CSX and Norfolk Southern," said UTU President Charles Little. "This sale is inevitable and our job is to make sure that UTU workers will be protected to the fullest extent possible."

The commitment is in exchange for the UTU's support of the transaction and use of its best efforts to negotiate implementing agreements prior to the Surface Transportation Board's approval of the Conrail sale.

The rest of rail labor remains unified in opposition to the CSX/NS/Conrail merger until questions about the safety and any adverse job implications from the merger for all railroad employees have been satisfactorily answered.

The BRS accepts letters to the editor relating to items that concern our readers. Parties wishing to write the Editor should address their letters to:

The Signalman's Journal
Box U
Mt. Prospect, IL 60056

The Signalman's Journal reserves the right to edit letters for clarity, punctuation and length. All letters must be signed; however, names will be withheld from publication upon request.

Signalmen Successful on I&M

On January 12, the National Mediation Board conducted a representation election vote on the I&M Rail Link. The Brotherhood of Railroad Signalmen won the representation vote when 100 percent of ballots cast selected the BRS. Of the 14 signalmen employed by the railroad, 9 voted in favor of BRS with no other votes cast.

The BRS shared the ballot with the incumbent representative, the I&M Rail Council. The I&M is comprised of a short line spun-off last year from CP Rail (Soo Line). The Washington Group owns both the I&M and Montana Rail Link.

The Brotherhood of Maintenance of Way Employees (BMWE), and later the I&M Rail Council, represented all non-operating employees on the I&M through a consensual agreement with the railroad until the election. The BRS, as well as several other non-operating organizations chose not to join the council. The International Brotherhood of Electrical Workers (IBEW) currently has a ballot pending on the representation of former IBEW members.

The signal employees on the I&M will be a part of the Soo Line General Committee led by General Chairman Bob Minter. All non-ops are currently working under an agreement negotiated between the BMWE and I&M.

CHANGE OF STATUS FORM

Please advise us of any changes. If you move or if the mailing label on this issue of The Signalman's Journal fails to reflect a current address or receiving party, please fill out this form, tape or paste the mailing label in the space provided and mail the form to:

The Brotherhood of Railroad Signalmen
Box U
Mount Prospect IL 60056-9048
Attn. Records Dept.

Name _____

Street or Box No. _____

(City) _____ **(State)** ____ **(Zip Code)** _____

Local No. _____ **Cert. No.** _____

Active( ) Retired( ) Non-Member( ) Deceased( )

(Check appropriate member status)

Attach mailing label or write information here:

Hazardous Materials Training Schedule

In 1998 the George Meany Center for Labor Studies has scheduled four 4-day hazardous waste/ chemical emergency response training programs at their campus in Silver Spring, Maryland.

The dates for these sessions are as follows:

April 26-30 **July 19-23** **August 2-6** **August 16-20**

This training addresses the required procedures and different levels of response and worker protection in case of a hazardous materials release. Training also includes advanced classroom instruction as well as intensive hands-on drills, including a simulated hazmat response in full safety gear.

Grant funds will support transportation, lodging, and meals, as well as a stipend of $107.00 for the four days of training.

Any BRS member interested in applying may fill out the application form and return it to:

Brenda Cantrell, Registrar
Hazmat Training Program
George Meany Center for Labor Studies
10000 New Hampshire Avenue
Silver Spring, MD 20903

APPLICATION FORM

George Meany Center for Labor Studies
FOUR-DAY HAZMAT TRAINING PROGRAM

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

TELEPHONE: (Area Code) _____ Number: _____

Best Time to reach you at Above Number: _____

UNION: **Brotherhood of Railroad Signalmen** LOCAL Number: _____

UNION OFFICER: Yes: _____ No: _____ TITLE: _____

In order of preference, please indicate choice of date:

☐ April 26-30

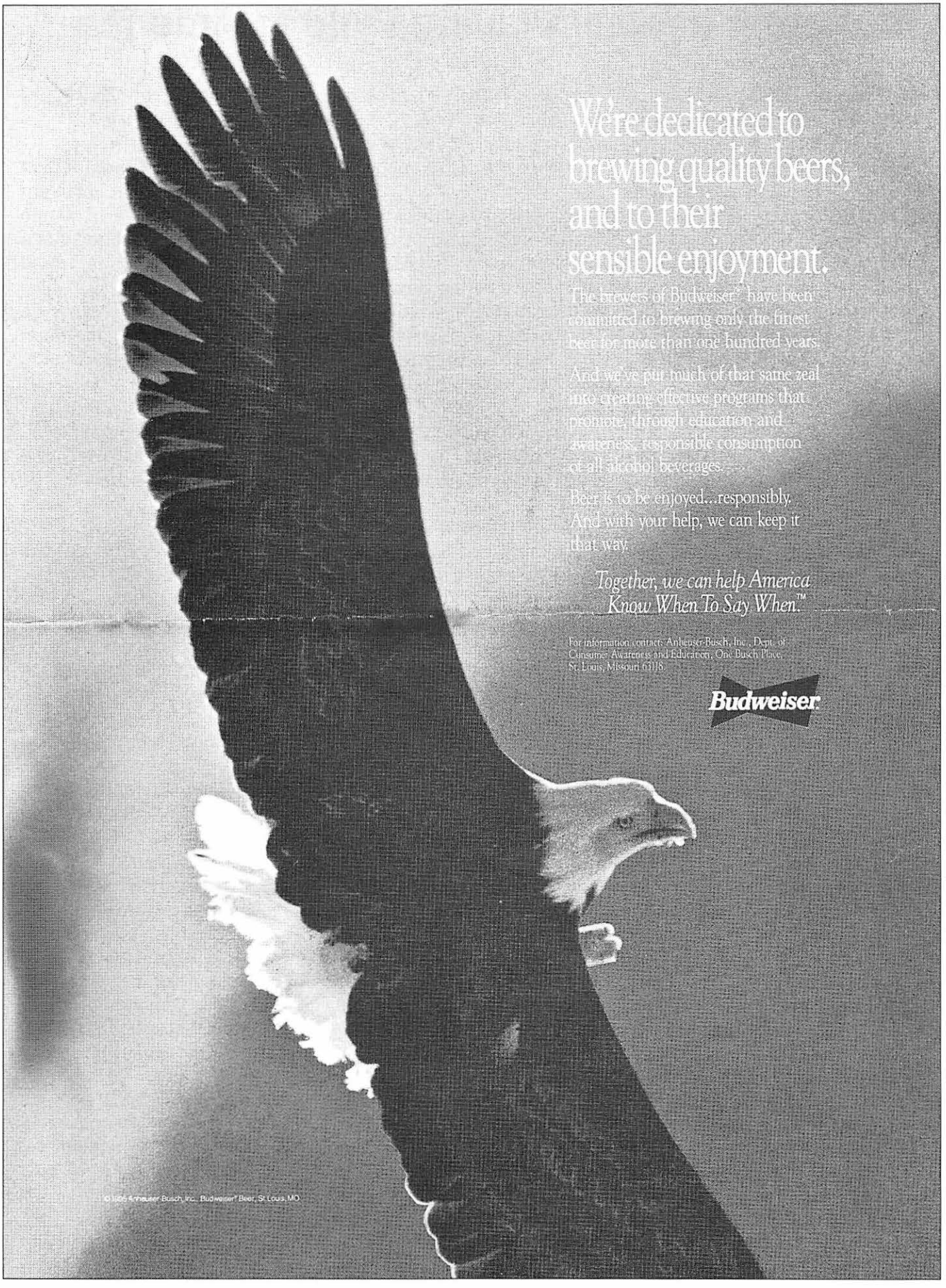
☐ July 19-23

☐ August 2-6

☐ August 16-20

FORM MUST BE RETURNED BY APRIL 1, 1998

(Cut at dotted lines)


We're dedicated to brewing quality beers, and to their sensible enjoyment.
The brewers of Budweiser® have been committed to brewing only the finest beer for more than one hundred years.
And we've put much of that same zeal into creating effective programs that promote, through education and awareness, responsible consumption of all alcohol beverages.
Beer is to be enjoyed...responsibly. And with your help, we can keep it that way.
Together, we can help America Know When To Say When.™
For information contact: Anheuser-Busch, Inc., Dept. of Consumer Awareness and Education, One Busch Place, St. Louis, Missouri 63118
Budweiser
© 1995 Anheuser-Busch, Inc., Budweiser® Beer, St. Louis, MO

Restoring a Level Playing Field to America

By Bernard Rapoport, Chairman and CEO, American Income Life Insurance Company

In these days where the greed instinct seems to be ever increasing, and there is less understanding of what unions are all about, my conservative friends often ask me, "Why are you so pro-union?" I quickly respond that, "I am pro-people."

What do I mean?

We talk about fairness in America and in order for that to be possible, the playing field has to be level. Simply stated, that is what unionism is all about, leveling the playing field. From a business perspective, the equation looks like this: Workers offer their labor. Management supplies the capital. An individual, standing alone, cannot win against big capital.

Many business people understand this equation and do all in their power to convince workers that they can do better as individuals. Of course, they cannot. Workers who join together, however, produce a situation where both labor and big capital can benefit. That, more than anything else, explains what unionism is all about. Those from both unions and business who understand this, contribute to making America a place where a good life is possible.

One of the purposes of democracy is to insure that most of its citizens enjoy the fruits of economic progress. But despite unprecedented economic growth over the past six years, American workers are not broadly sharing in this so-called "economic miracle." I have become deeply concerned over the apparent acquiescence of working Americans to this condition.

In nearly every measure of economic and social progress, millions of American families are falling further and further behind. And they don't even seem to realize it. Or, if they do, they feel powerless to make a change.

Take a look at the specifics:

Economists may argue about the exact numbers, but some 80 percent of the workforce now earn lower real wages compared to 1973. All of the extra income produced by the economy during that time has gone to the top 20 percent of the population, and most of it to the top 1 percent.

"Probably no country has ever had as large a shift in the distribution of earnings without having gone through a revolution or losing a major war," says economist Lester Thurow of the Massachusetts Institute of Technology.

Again, despite one of the greatest periods of economic growth in our nation's history, the number of uninsured people increased to 41.7 million Americans in 1996 and is growing by one million people each year. The National Coalition on Health Care (NCHC) recently reported that fewer workers have access to health care coverage and most Americans are paying more for fewer benefits. "Our country's health care system, which was described as in 'crisis' in the early 1990s has not improved, but actually has become worse," reports NCHC President Dr. Henry E. Simmons.

Remember 18 months ago when the hottest fight in the nation was raising the minimum wage? Critics had argued that a higher minimum wage would squeeze profits and cost jobs. Never happened, of course. On September 1, the minimum wage increased by 40 cents to $5.15-an-hour. But it still needs to be higher, at least $6 an hour to make up for lost buying power. In fact, we should have a "living minimum wage" which should be 20 percent above the poverty line.

The shift away from defined benefit plans to 401(k) plans poses a dangerous threat to the retirement security of American workers. Few younger workers, particularly families just starting out, have the extra money to set aside for a 401(k). And how many workers understand the market well enough to invest soundly? Now we are told that Social Security should be "privatized" and turned into a 401(k)-type program in order to save it. Social Security does not need to be saved and workers should be outraged by these suggestions.

Unemployment also may be at an historic low, but not for everyone. The Department of Labor reports that although the national jobless rate may be around 4.5 percent, unemployment for black males is over 12 percent. The rate for high school graduates is more than 7 percent. So, even unemployment is unfairly distributed.

No wonder American workers share a sense of in-

security, frustration and hopelessness.

I strongly believe the elections of 1994, when the voters gave Republicans control of the Congress, was in reaction to these feelings. I am less certain, however, that the "Contract With America" or anything else that I have seen which has come out of this conservative-led Congress will adequately correct these problems.

I urge working people to take it upon themselves to reclaim the prosperity that they should be sharing. This is an election year. Demand that political candidates address these issues. Our discontent with government is not an ideological argument over the role of government in society. It's based on our frustration that government isn't active enough in dealing with our concerns.

Every union worker also should cherish, value and fight for their union card. It is the best investment that you can make for your family and your future. In September the New York Times studied the impact of union membership.

Overall, the hourly wages of union workers are twenty percent greater than those of nonunion workers and their fringe benefits are typically worth two to four times as much. Eighty-five percent of union members have a form of employer provided health care as opposed to 57 percent in the nonunion companies.

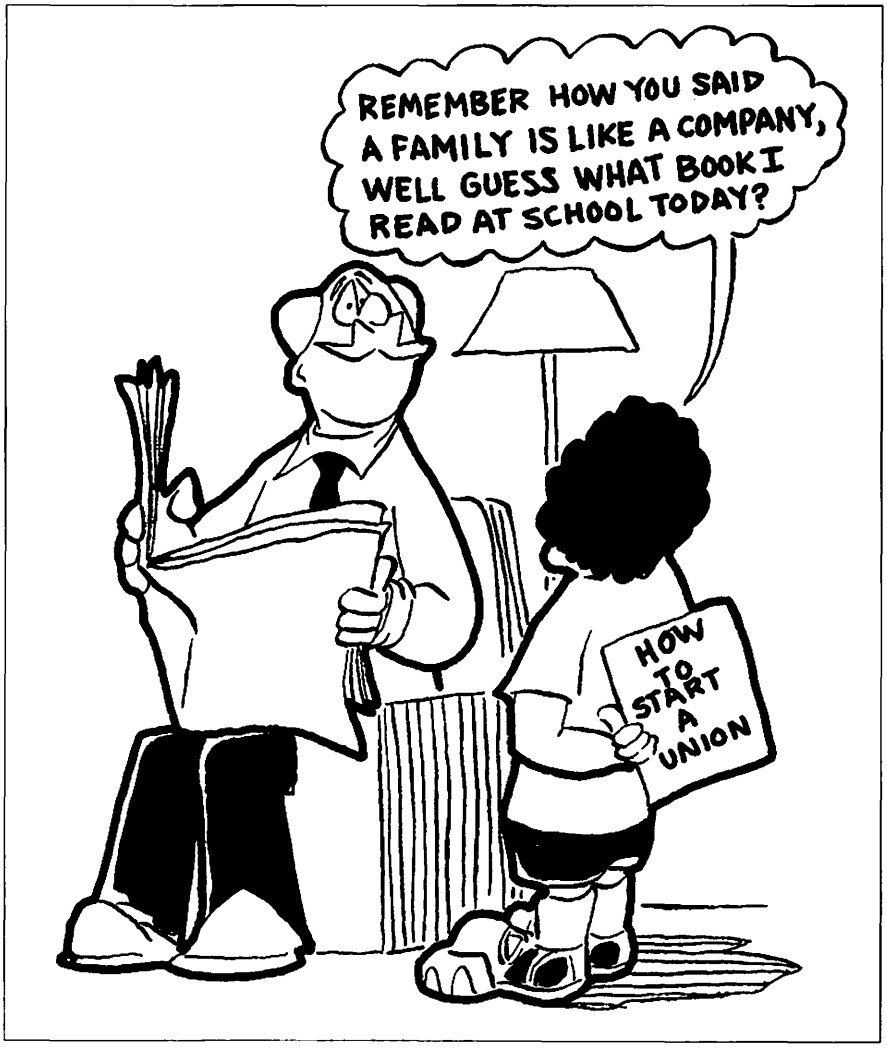
"Turning a nonunion job into a union job very likely will have a bigger effect on lifetime finances than all the advice employees will ever read about investing in their 401(k) plans, buying a home or otherwise making more of what they earn," the Times concluded.

From a business point of view, I can assure you that this is true. Why do you think some business people fight so hard to keep a union out of their workplace? They do not want to share the prosperity. It is a matter of who has the power. Through a union, workers gain power.

Producing the AIL Labor Letter each month is American Income's small contribution to helping inform union members about these issues and what you can do. Through the Labor Letter and the Labor Agenda, you receive information that you will not get from the daily media. We are proud to spotlight each month the views and opinions of important international and national union leaders.

We also want union families to know that there is, indeed, a significant American business enterprise that understands the problem and is unequivocal in its commitment to contributing to a better life for working people.

Only through unions, can workers hope to level the playing field. So, we wear the union label proudly. As the old saying goes, "You can't be half a union member. You are either union all the way or you are not." The same is true of a company. **At AIL, we are UNION ALL THE WAY.**



Railroad Retirement INFORMATION

Working After Retirement

Retirees, and those planning retirement, should be aware of the railroad retirement laws governing benefit payments to annuitants who work after retirement.

The following questions and answers describe these railroad retirement work restrictions and earnings limitations on post-retirement employment, and how these rules can affect retirees engaging in self-employment.

1. What are the basic railroad retirement work restrictions and earning limitations that apply to post-retirement work?

Neither a regular railroad retirement annuity nor a supplemental annuity is payable for any month in which a retired employee works for a railroad employer, including labor organizations. This is true even if only one day's service is performed during the month and includes local lodge compensation totaling $25 or more for any calendar month.

A spouse annuity is not payable for any month in which the employee's annuity is not payable, or for any month in which the spouse works for a railroad employer or railroad union. A survivor annuity is not payable for any month the survivor works for a railroad or railroad union.

Railroad retirement annuities generally consist of tier I and tier II benefits and may include certain vested dual benefit payments and/or a supplemental benefit. Like social security benefits, railroad retirement tier I benefits and vested dual benefits paid to employees and spouses, and tier I, tier II and vested dual benefits paid to survivors, are subject to earnings deductions if post-retirement earnings exceed certain exempt amounts. In 1997, the amounts are $8,640 for annuitants under age 65, and $13,500 for annuitants age 65-69. These amounts will increase to $9,120 and $14,500, respectively, in 1998. For those under age 65, the deduction is $1 for every $2 of earnings over the exempt amount, and for those 65-69, the deduction is $1 for every $3 over the exempt amount.

Earnings consist of all wages received for services rendered, plus any net earnings from self-employment. Interest, dividends, certain rental income or income from stocks, bonds, or other investments are not considered earnings for this purpose.

These earnings limitations do not apply to any annuitants age 70 or older, starting with the month in which they are 70.

Additional deductions are assessed for retired employees and spouses who work for their last pre-retirement nonrailroad employer and special restrictions apply to disability annuitants.

2. What are the additional deductions applied to the annuities of retired employees and spouses working for their last pre-retirement nonrailroad employer.

Such employment will reduce tier II benefits and supplemental annuity payments, which are not otherwise subject to earnings deductions, by $1 for each $2 of compensation received subject to a maximum reduction of 50 percent. The deductions in the tier II benefits and supplemental annuities of individuals who work for pre-retirement nonrailroad employers apply even if earnings do not exceed the tier I exempt earnings limits. Also, while tier I and vested dual benefit earnings deductions stop when an annuitant attains age 70, these tier II and supplemental annuity deductions continue to apply after the attainment of age 70.

3. Can a retired employee's earnings also reduce a spouse's benefit?

A spouse benefit is subject to reductions not only for the spouse's earnings, but also for the earnings of the employee, regardless of whether the earnings are from service for the last pre-retirement nonrailroad employer or other post-retirement employment.

4. What are the special restrictions applied to disability annuitants?

The amount disabled railroad retirement employee annuitants can earn without reducing their benefits is $400 per month, exclusive of disability-related work expenses. While a disabled employee's annuity is not payable for any month in which he or she earns more than $400 in any employment or self-employment, withheld payments will be restored if earnings for the year are less than $5,000. Otherwise, the annuity is subject to a deduction of one month's benefit for each multiple of $400 earned over $4,800 (the last $200 or more of earnings over $4,800 counts as $400). However, if a disabled annuitant works after retirement, this may also raise a question about the possibility of that individual's recovery from disability, regardless of the amount of earnings, and such work must be reported.

These disability work restrictions apply until the disabled employee annuitant is full retirement age, currently 65, when the annuitant becomes subject to the work and earnings restrictions applicable to employee annuities based on age and service. This transition is effective no earlier than full retirement age, currently 65, even if the annuitant had 30 years of service.

5. After retirement, I'm thinking of becoming a self-employed contractor or consultant, and might be providing services for a railroad or my last pre-retirement nonrailroad employer. How would this affect my railroad retirement annuity?

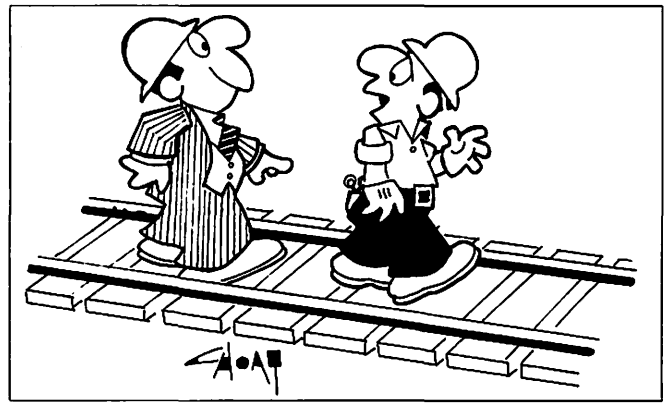
It depends on whether or not the Railroad Retirement Board considers you to be truly engaging in self-employed contracting or consulting, or whether the Board considers you to be functioning as an employee, and if so, who the Board considers to be the actual employer for railroad purposes.

If a retiree is considered to be functioning as a self-employed contractor or consultant, his or her annuity is subject to tier I and vested dual benefit earnings deductions for net self-employment earnings.

However, if a retiree is considered to be functioning as an employee of a railroad or railroad labor organization, rather than as a self-employed contractor or consultant, the retiree's annuity would be subject to suspension. If the retiree is considered the employee of a nonrailroad employer, the retiree's annuity would be subject to earnings deductions for nonrailroad wages, and to additional deductions if he or she is considered to be working for a last nonrailroad pre-retirement employer.

Board determinations on contracting or consulting services take into account multiple factors which could be evaluated differently depending on the circumstances of the individual situation. Since no single rule covers every case, an annuitant requiring a determination as to whether contractor or consultant service is valid self-employment should contact the Board for a determination well in advance of making a commitment so as to be sure of the effect on benefit payments.

For more information on railroad retirement work restrictions and earnings limitations or other railroad retirement matters, contact the nearest Railroad Retirement Board field office. Most Board offices are open to the public from 9:00 a.m. to 3:30 p.m., Monday through Friday. The address of the nearest field office can be located by visiting the Board's Web Site at http://www.rrb.gov, looking in the telephone directory under "United States Government," or checking with a union representative, rail employer, local post office or Federal Information Center.



"This your first day?"

Common Sense Economics AFL-CIO
FOR WORKING FAMILIES

LET'S TAKE BACK THE Economy

Corporate profits are up, the stock market is booming, employment is growing, unemployment is down, inflation is in check.

And millions of workers are struggling to make ends meet, wondering, "What's wrong with *me*?"

Each of us may feel alone, but if we listen to other workers, we'll know we're not.

Katherine Lugenbeil of Washington, D.C., for example, has been downsized out of three jobs. "When I found this last job, I thought for sure this is it, I'm going to retire from here, I've got it made," she says. "And it was contracted out, and they decided they didn't need me."

"I am six years working full time at the convalescent home, and I received only one 15-cents-an-hour raise," says Byron Argulla, a janitor and former Guatemalan high school teacher forced to leave that country in 1985. "There's no health insurance for my kids....My wife and I don't have any insurance."

"My income does not seem to go up to match the experience and qualifications that I have," says Ruth Savage, of Wichita, Kan., a 17-year public employee who earns less than $30,000 a year. "I am a single parent trying to give my daughter more than what I had out of life; therefore, I am working a second job."

If the economy is in such great shape, why are so many of us struggling just to keep from going under?

Although we keep hearing that the economy is rosy, in fact workers are putting in longer hours for smaller paychecks from less secure jobs. More family members are going to work just to keep family incomes stable. Young adults are returning to their parents' homes because without opportunity and decent wages they can't make it on their own. Health and pension benefits are becoming less and less common: The share of full-time workers in large companies covered by health insurance fell from 97 percent to 82 percent between 1980 and 1993. During the

same period, the share of workers covered by pensions with guaranteed benefits fell from 84 percent to 56 percent.

What's Going On Here?

If the economy is in such great shape, why are so many of us struggling just to keep from going under?

Pure-and-simple corporate greed has combined with other changes to create a large and growing economic divide—between working families and those profiting from our misfortunes. Today, America has the most unequal distribution of income of any major industrial nation.

The Economy Has Changed

In the late 1970s, corporations faced economic stagnation at home and growing competition abroad. They responded by taking money out of workers' pockets: closing plants, downsizing payrolls, slashing benefits, sending jobs overseas, demanding give-backs and busting unions. Corporate America declared that the social contract in place since World War II, which pledged a bright future if you worked hard, was history.

Wall Street loved it, and elected leaders gave corporate slash-and-burn tactics a green light with "supply-side" economic policies and free-trade agreements.

Businesses took advantage of the technology revolution to drastically reduce the role of real humans and turn longtime workers out into the streets. They mastered new technologies that made it even easier to move work and money around the globe.

We changed from an industrial economy—fueled by high-wage manufacturing jobs—to an economy of CEOs and speculators who profit from our losses, and low-wage service workers who struggle to help their families get by.

The Balance of Power Has Changed

For many years in this country, fewer and fewer people have been grabbing more and more economic power. CEO pay skyrocketed by 499 percent between 1980 and 1994, while average real wages fell by 9 percent during roughly the same period. Today, a fortunate 10 percent of Americans have 70 percent of the wealth. The death of small businesses on Main Street at the hands of the Wal-Marts mirrored the power-building mergers of giant corporations in everything from defense contracting to telephone service to railroads.

While workers got the short end of the income stick, government retreated from its role as enforcer of workplace safety, standards and rights. Although business continued to enjoy protection by the government, it was paying less and less for the perks: From 1953 to 1993, corporate income tax fell from 31 percent of the nation's tax revenues to 9 percent. Government ended welfare as we knew it for unskilled, uneducated single mothers, but corporate welfare remains intact.

The power shift got a boost from the decline of the labor movement. Since the end of the 1970s, union membership—and strength—fell by more than one-third, losing 6.5 million members. Weakened, organized labor was unable to provide the counter punch working Americans needed against the corporate and political assault. We have seen a full-scale, 20-year battering of America's working families that has taken no prisoners and left no good deed unpunished.

Today, America has the most unequal distribution of income of any major industrial nation.

What Do We Need to Do?

Too many people throw up their hands and say nothing can be done. They think that an unbalanced economy that favors the rich is inevitable and can't be changed. It's the system, and that's that.

But the problem is not the system—*it's who controls the system.*

We Need to Understand and Expose Economic Injustice

As long as workers believe that we're in an economic mess alone—that our mounting debt and stagnant wages and three-job efforts to remain afloat are unique—we won't be able to take back the economy for working people. We need to educate ourselves and others so that we recognize clearly all the ways corporate America is trying to crush workers—by devaluing and eliminating our jobs, busting our unions, demanding special breaks from government and pitting worker against worker. That is why the AFL-CIO and its affiliated unions are developing a comprehensive, multifaceted economics education program—to show the patterns of economic injustice that only collective action can change.

We Need to Organize

Rebuilding our unions is the single best way to correct the imbalance of power that favors corporate America and the rich over working people. As long as bosses can exploit unrepresented workers in other plants, offices and countries, we will be vulnerable to downsizing, concession demands and the export of our jobs. And until we can show growing strength through growing numbers, workers' needs will be ignored—by industry barons and government alike.

When workers unite, we have power—the power to take back the economy.

We Need to Hold Our Government Leaders Accountable

At every level of government, our leaders must know for whom they are working. America's working families vote. We put our leaders into office, and we have every right to expect them to represent *our* interests. Our leaders need to know that we watch what they do about our families' economic security and well-being.

A union speaking for hundreds or thousands of members is much harder for a politician to ignore than a single voice or two. Unions speaking together for millions are even more effective.

The Bottom Line: It's *Our* Economy, Too

"I was always taught to get a job and work an honest day and you'll get a fair wage for your labor," says Ray Kimbro, a Chicago security officer. "It worked for my grandparents. It worked for my parents. Today it isn't so."

No one ever wants to hear his or her children or grandchildren say, "You know, in my parents' day a family could get by with two parents working just two jobs each. Today it's not so."

They deserve better from our economy, and so do we.

Working Americans need to know that we're not alone in our struggles to get by. With a revitalized labor movement, we *can* take back our future.

Common Sense Economics Toolkit

The AFL-CIO has developed resources and training programs for those wishing to bring Common Sense Economics education to their unions, central labor councils and state feds.

- Basic "rap" about the economy. Thirty- to 45-minute presentation.
- Basic workshop and supplemental modules. Two- to two-and-a-half-hour interactive workshop with additional modules.
- Study group session, with manual and discussion leader's guide. Seven 90-minute sessions to run once a week, after work or on weekends.
- Computer-based training. Under development.

Rebuilding our unions is the single best way to correct the imbalance of power that favors corporate America and the rich over working people.

• George Meany Center course. Two- to three-day courses for leaders and key staff members of unions, state federations and central bodies.

• Video. Short videos in a pause-and-discuss format.

• Membership Education and Mobilization for Organizing (MEMO) training session. Three- to four-hour session inspired by the Electrical Workers' Construction Organizing Membership Education Training (COMET) program.

For further information about the Common Sense Economics project, contact the AFL-CIO Department of Education (phone: 202-637-5142; fax: 202-508-6987).

SPEAK UP! Please share your favorite myths about today's economy, and stories about how your working family is coping. Contact the Common Sense Economics Project, AFL-CIO, 815 16th Street, N.W., Washington, D.C. 20006. Fax: 202-508-6987. E-mail: 71112.2271@compuserve.com.

Help the Pueblo CF&I Strikers Bring Oregon Steel to Justice

On October 3, Oregon Steel - headquartered in Portland, Oregon - forced 1,100 Steelworkers out on strike at its subsidiary - CF&I Steel - in Pueblo, Colorado. Now, as a bitter winter descends on the Rockies, the company has hired permanent replacement workers, stealing the workers' jobs as part of its effort to starve out the strikers and their families.

All around the country, working people, their unions and people of conscience are joining a national campaign of support for the CF&I strikers. They are urging lenders, like Wells Fargo Bank in San Francisco and Portland - which extends a huge line of credit to Oregon Steel - shareholders, like the Crabbe Huson Group, Inc. - a Portland-based company that owns a substantial block of Oregon Steel's stock and manages a large amount of union retirement money - and customers, like Union Pacific Railroad - which is buying rail made by replacement workers - to intervene to settle the strike.

We know that you, too, will want to support the CF&I/Oregon Steel strikers, because what is happening to the CF&I families can happen to any working family. Corporate greed does not respect state boundaries. If a big employer like Oregon Steel gets away with destroying benefits, jobs and unions in Pueblo, your family could be the next target.

Since October 3, 1997, 1100 hardworking Steelworkers who work for CF&I/Oregon Steel have been off our jobs in Pueblo, CO. We did not want this strike. CF&I management, with Oregon Steel pulling the strings, provoked it by illegally refusing to bargain a fair agreement with the workers who made the company a financial success after bankruptcy and hard times.

√ **They harassed our members** for wearing union stickers.

√ **They said they'd close the plant** for good if we went on strike.

√ **They threatened to fire us** if we exercised our rights as Americans to strike.

What did we demand of the company that caused them to behave in such an immoral and outrageous way?

√ We said it was time to **improve our pension plan**, so that after a lifetime of sweat in the mill, we are not forced to retire in poverty.

√ We asked them to stop **forcing us to work overtime**, to stop destroying our family life and keeping us out of church, school and civic affairs.

√ We said we wanted a **voice in our work assignments** to end the arbitrary way in which bosses move people all over the plant.

√ We asked for **job security** so that if and when the plant is sold, we don't lose everything.

√ We said that we need **health care insurance and benefits** when we retire.

√ We said it was time for a **decent wage increase**, to help us catch up with the cost of living and with other workers in the steel industry.

SUPPORT THE CF&I/OREGON STEEL STRIKERS

By working for lower wages and benefits than competing companies provide for their workers, we have saved CF&I/Oregon Steel over $35 million over the last four years - on top of over $50 million in contract concessions that we made in the 1980's. As a result, our output is just about the best in the business, and Oregon Steel is making unprecedented profits from CF&I.

Nobody likes to strike. It's hard on all of us, hard on our spouses and kids. It disrupts our lives and cuts into our hard-earned savings. We're on strike because the company gave us no choice. But now that we are on strike, we will win a fair contract before we return to work.

HERE'S HOW YOU CAN HELP:

Send your check to: USWA/CF&I Emergency Fund
USWA, 1414 East Evans Avenue, Pueblo, CO 81005

√ Write to CF&I's parent company, Oregon Steel Mills, Inc., and urge them to stop using permanent replacement workers and breaking the law and return to the bargaining table to settle a fair contract with the Steelworkers.

Please write to:

Joe Corvin, President and Chief Operating Officer
Oregon Steel Mills, Inc.
1000 Broadway Building
Portland, OR 97205

√ Urge your union or another organization of which you are a member to sponsor one of our Wednesday Solidarity Dinners for strikers and their families or a Sunday breakfast for the folks on the picket line.

√ Send us your name and address so we can send you regular updates on the progress of the CF&I strike.

You can also call our Strike Hotline, 1-888-367-USWA (8792), for an update.

And if you live in or near Pueblo:

√ Join our daily picket lines at CF&I and participate in prayer vigils on behalf of the CF&I/Oregon Steel strikers.

√ Urge the bank where you do business to provide mortgage and other loan relief to the families of the strikers.

√ Ask Pueblo business owners to display a Steelworkers sign in their shop window stating their support for the CF&I/Oregon Steel strikers.

√ Donate food for distribution to striker families.

Obituaries

VICTOR E. ACKERMAN - retired member of **LOCAL 88**. Brother Ackerman retired in 1973 after 32 years of service with the Erie-Lackawanna Railroad. He was a Lead Signal Maintainer at Hoboken, New Jersey at the time of retirement. Brother Ackerman served as Local Chairman.

LESTER CHANEY - retired member of **LOCAL 31**. Brother Chaney retired in 1973 after 48 years of service with the Chessie System Railroad. He was a Signal Foreman at Cumberland, Maryland at the time of retirement. Brother Chaney served as Local Chairman.

GERALD T. CLARK - retired member of **LOCAL 70**. Brother Clark retired in 1975 after 47 years of service with the Illinois Central Gulf Railroad. He was a Signal Foreman at Markham Yard, Illinois at the time of retirement.

CHARLES M. DAVIS - retired member of **LOCAL 70**. Brother Davis retired in 1981 after 46 years of service with the Illinois Central Gulf Railroad. He was a Signal Foreman at Chicago, Illinois at the time of retirement.

LARRY R. DAVIS - active member of **LOCAL 228**. Brother Davis had 22 years of service with the Norfolk Southern Railroad. He was a Signal Foreman at Fort Wayne, Indiana.

CHARLIE F. DUNAWAY - retired member of **LOCAL** 11. Brother Dunaway retired in 1978 after 37 years of service with the Southern Railway. He was a Signal Maintainer at Alexander City, Alabama at the time of retirement.

FRANK M. FANDOZZI - active member of **LOCAL 80**. Brother Fandozzi had 21 years of service with Conrail. He was a Signal Maintainer in Selkirk, New York.

O.D. FOREMAN - retired member of **LOCAL 188**. Brother Foreman retired in 1995 after 40 years of service with the Northern Pacific and Burlington Northern. He was a Signal Maintainer at Seattle, Washington at the time of retirement.

ROBERT L. GATCHELL - retired member of **LOCAL 48**. Brother Gatchell retired in 1997 after 42 years of service with Amtrak. He was a Signal Inspector at Perryville, Maryland at the time of retirement. Brother Gatchell served for over 30 years as the Financial Secretary for his local.

HARLEY J. GERDES - retired member of **LOCAL 154**. Brother Gerdes retired in 1989 after 39 years of service with the Northern Pacific and Burlington Northern. He was a Signal Maintainer at Detroit Lakes, Minnesota at the time of retirement.

WALTON E. GROVE - retired member of **LOCAL 136**. Brother Grove retired in 1971 after 47 years of service with the C&O and Chessie System. He was a Signalman at Barboursville, West Virginia at the time of retirement.

CHARLES E. HORN - retired member of **LOCAL 14**. Brother Horn retired in 1978 after 37 years of service with the Grand Trunk Western Railroad. He was a Signal Maintainer at Charlotte, Michigan at the time of retirement.

HARRY F. LACHELT - retired member of **LOCAL 226**. Brother Lachelt retired in 1995 after 43 years of service with the Milwaukee Road, Soo Line and CP Rail Systems. He was a Shop Signalman at Minneapolis, Minnesota at the time of retirement.

WARD B. LOUCKS - retired member of **LOCAL 75**. Brother Loucks retired in 1988 after 37 years of service with the D&H Railroad. He was a Signalman at Oneonta, New York at the time of retirement.

M.J. LOVECCHIO - retired member of **LOCAL 145**. Brother Lovecchio retired in 1982 after 38 years of service with the Lehigh Valley and Conrail. He was a Maintainer Tester at Horseheads, New York at the time of retirement.

CLIFFORD M. MAWER - retired member of **LOCAL 94**. Brother Mawer retired in 1983 after 41 years of service with the Baltimore & Ohio Railroad. He was a Signal Inspector at Deshler, Ohio at the time of retirement.

C.A. MOORE - retired member of **LOCAL 103**. Brother Moore retired in 1975 after 32 years of ser-

vice with the Burlington Northern Railroad. He was a CTC Maintainer at Camp Point, Illinois at the time of retirement.

KEVIN J. MULHERN - active member of **LOCAL 130**. Brother Mulhern had 20 years of service with the Chicago & North Western and UP Railroads. He was a Lead Signal Maintainer in Chicago, Illinois.

GEORGE NIEMEYER - retired member of **LOCAL 132**. Brother Niemeyer retired in 1990 after 28 years of service with the Alton & Southern Railroad. He was a Signalman at East St. Louis, Illinois at the time of retirement.

HAROLD H. SWARTZ, SR. - retired member of **LOCAL 24**. Brother Swartz retired in 1975 after 35 years of service with the Denver & Rio Grande Railroad. Brother Swartz was a Signal Maintainer at Rifle, Colorado at the time of retirement.

L.E. SOWDER - retired member of **LOCAL 183**. Brother Sowder retired in 1984 after 36 years of service with the Rock Island and Pacific Railroad. He was a Signalman at the time of retirement.

GUSTAV R. STOLL - retired member of **LOCAL 119**. Brother Stoll retired in 1962 after 43 years of service with the CB & Q Railroad. He was a Signal Maintainer at Fairmont, Nebraska at the time of retirement.

JOHN A. STRUBLE - retired member of **LOCAL 123**. Brother Struble retired in 1972 after 40 years of service with the C & O Railroad. He was a Signal Maintainer at Scottville, Michigan at the time of retirement.

GEORGE R. VAUGHN, JR. - retired member of **LOCAL 145**. Brother Vaughn retired in 1988 after 42 years of service with the Erie-Erie Lackawanna and Conrail. He was a Signal Maintainer Testman at Binghamton, New York at the time of retirement. Brother Vaughn held the office of Local Trustee.

JAMES R. WALKER - retired member of **LOCAL 2**. Brother Walker retired in 1979 after 36 years of service with Conrail. He was a C&S Inspector at East Liverpool, Ohio at the time of retirement. Brother Walker held the office of Local President.

GEORGE T. YOUNG - retired member of **LOCAL 94**. Brother Young retired in 1975 after 40 years of service with the B & O Railroad. He was a Signal Maintainer at Lawrenceville, Illinois at the time of retirement.

Local 104 Signalman J.J. Loving, Dies

Local 104 Signalman J.J. Loving passed away on December 28, 1997. He was 55. Brother Loving worked for the Southern Pacific until 1996 when he retired.

In addition to being missed both on the job and in his union, Brother Loving will also be missed for the many unselfish acts he performed in his community. Among them was the time ten years ago when he rescued a father and daughter from a brush fire on the Panorama Bluffs.

On June 5, 1988, Brother Loving was driving his pickup on Panorama Drive when he spotted smoke. He stopped to see Mike Cox and his daughter Kelly, running up the side of the mountain to escape the flames. Cox had been trying to instruct his daughter how to start and control a campfire when high winds sent the fire out of control.

Loving, 46 at the time, rushed to help. He rescued the Coxes and all three suffered second-and third-degree burns over 30 percent to 65 percent of their bodies. Cox died three weeks later from the burn-related injuries. Brother Loving spent 2 1/2 months in the Sherman Oaks Burn Center.

After the fire, Loving could have chosen to go on disability because, in addition to the burns, he had a finger amputated. He insisted on going back to work. While reminiscing about her husband, Geri Loving stated, "Jimmie just wasn't the kind of guy who was going to go out on disability."

After leaving the Sherman Oaks Burn Center, Loving was asked by a local TV commentator if he had to do it over again would he have done the same thing.

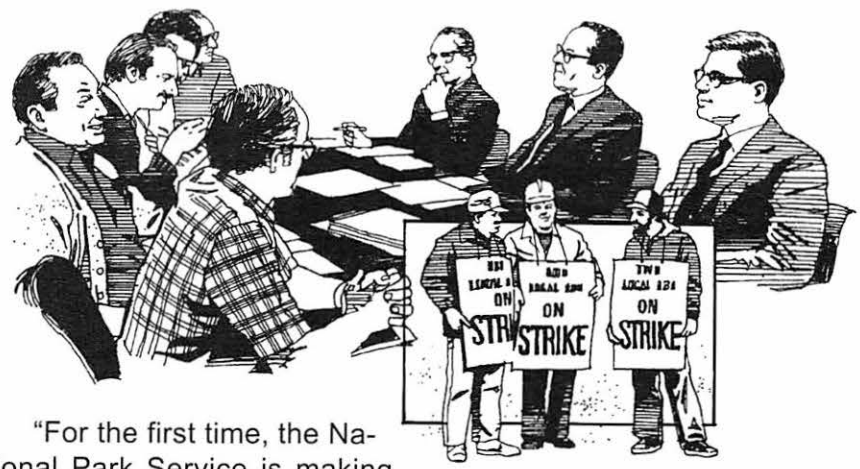
"I like to think that I would," he replied.

Putting Labor History on the Map: Land-marking Sites of Significant Struggle

Labor History

by Debra E. Bernhardt

In Caspian, Michigan, a rust-belt town in Michigan's Upper Peninsula, a committee of retired miners dedicate a memorial to nearly 600 workers killed underground in a century of mining. In New York, another committee of archivists, teachers, and union activists painstakingly research the locations of more than 300 labor history sites for a state-wide labor history map. And since the enactment in 1991 of federal legislation enabling the National Park Service to conduct the National Historic Landmark Theme Study on American Labor History, dozens of historians and unionists have mobilized to identify, recognize and preserve settings where important labor history events took place.



"For the first time, the National Park Service is making the contributions of workers and unions its focus," said Paul Cole, a former history teacher, secretary-treasurer of the New York State AFL-CIO, and the person responsible for getting the project started. The need is great: fewer than 25 of the 2,250 buildings, battlefields, memorials, birthplaces and other such places recognized by the NPS as national landmarks have anything to do with labor history. For more than a decade, Cole and other Albany-area activists have worked to preserve labor history sites in the 19th century industrial valley where the Hudson and Mohawk rivers converge. "We went to our congressman Tom McNulty, who took us to Bruce Vento, a Minnesota congressman with oversight of the National Park Service," Cole recalls. "Vento told us he couldn't do anything specifically about our area unless it was part of a national theme study on labor. We jumped at the idea. Imagine our surprise when George Bush actually signed it into law!"

The Labor Theme Study has three phases: identifying nationally significant places that illustrate labor history topics and events; designating as national historic landmarks sites that have both national significance and "integrity" (i.e., those that look as much like they did at the time of their importance, so that someone who lived at the time would recognize the place if they came back for a visit today); and recommending to Congress possible new national park units.

Historians at the Newberry Library in Chicago had the job of assembling a master list of some 50 potential labor landmarks. The list contains sites from Massachusetts to Honolulu. Some are labor's battlegrounds - Homestead, Pennsylvania; Centralia, Washington; Ludlow, Colorado; and Blair Mountain, West Virginia. Some like the Bread and Roses Historic District in Lawrence, Massachusetts and the San Francisco waterfront, were scenes of important strikes. Others represent collective achievement - the Amalgamated Houses and Allerton Avenue Co-ops, both in the Bronx, and Brookwood Labor College in Katonah, New York. There are the homes of labor leaders John L. Lewis in Springfield and John L. Mitchell in Spring Valley, Illinois. And there are many workplaces including sugar and tobacco plantations in Hawaii, Florida and North Carolina, an Iowa stock yard, an Alaskan cannery, steel and textile mills.

As of November, 1997, the National Park Service Advisory Board has voted to accept five labor sites:

Haymarket Martyrs' Monument, Forest Park, Illinois

Located at the Forest Home/ Walden Cemetery in Forest Park, the monument commemorates workers' struggle to achieve the eight-hour workday in America and throughout the world, and the 1886 rally in Chicago's Haymarket Square that led to the hangings of four leaders of the fight for workers'

rights who are buried beneath the monument.

Matewan Historic District, Matewan, West Virginia

The scene of the "Matewan Battle" of May 19, 1920, where ten people were killed when coal company officials tried to remove striking union workers from coal company housing. The episode, depicted in John Sayles's film Matewan marked the decline of flagrantly autocratic coal company control in West Virginia.

Gore Place, Waltham, Massachesetts

Originally designated as a national historic landmark in 1970, this 18th century home was added to the labor theme study to represent the experience of African-American domestic labor. Here, while employed by the Gore family, butler Robert Roberts wrote The House Servant's Directory, a guidebook offering a rare glimpse into the working and living conditions of servants and their ideal of domesticity.

Union Square, New York, New York

On September 5, 1882 thousands of trade unionists marched past a Union Square reviewing stand in a public show of strength for the eight hour movement later regarded as the first observance of Labor Day. Union Square, New York's equivalent of London's Hyde Park, continued as a focal point for working-class protest and political expression.

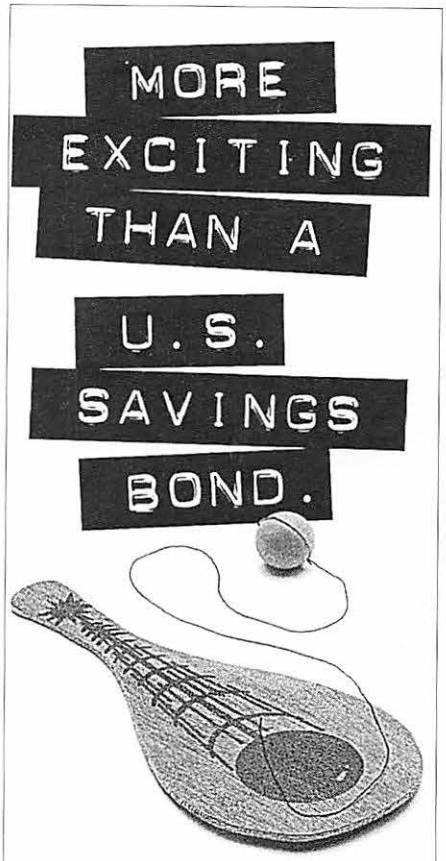
Kate Mullany House, Troy, New York

This modest, six-unit residence was both home and income-producing property for the family of Kate Mullany, leader of the Collar Laundry Union and first woman elected to a national labor union office in 1868.

Another twenty national historic landmark nominations are under preparation and the National Park Service has just released Phase III of the Labor Theme Study, a report which evaluated 11 properties to determine whether or not they should be included as parks within the National Park system. The report identified two possible labor parks: the Kingsley Plantation in Jacksonville, Florida, as an example of Southern agriculture and the slave labor system; and the Kate Mullany house, a component of the Hudson-Mohawk Urban Cultural park.

While dozens of places held dear by labor history enthusiasts remain unmarked, Paul Cole hopes that the Labor Theme Study will result in new opportunities for students and teachers to experience and understand labor.

A traveling unionist will soon find Park Service plaques at labor landmarks. The labor Theme Study and other grassroots efforts can help bring the history of American workers out of hiding and give it the stature it deserves. For more information about making labor places landmarks, contact Dr. Harry Butowsky, U.S. Department of the Interior, National Park Service History Division, P.O. Box 37127, Suite 310, Washington, D.C. 20012-7127; telephone (202) 343-8155; e-mail: harry_butowsky@nps.gov.



ALL RIGHT ALREADY, so a U.S. Savings Bond isn't the most exciting thing in the world. **GOOD FOR YOU!** After all, this is your hard-earned money we're talking about. Do you really want your investments to be thrilling? Breathtaking? **NO WAY.** Wouldn't you rather have an investment that's guaranteed to grow, one that's backed by the full faith and credit of the United States government?

Sure you would.

Take Stock in America U.S. SAVINGS BONDS

A public service of this magazine

Signal Interlockings Dedicated to Fallen LIRR Signalmen

On April 28, 1997, the Long Island Rail Road dedicated four new signal interlockings in the memory of four BRS members who died during the performance of their duties.

The four interlockings were designated as follows:

Nassau I - Edward Pupelis, January 27, 1957 - December 29, 1987, Nassau II - Walter Keinath, March 30, 1953 - February 11, 1989, Nassau III - Roger Sanders, May 11, 1960 - November 22, 1989, and Nassau IV - Bruce Goetz, October 9, 1959 - December 14, 1982.

BRS members from each subdivision and gang in signal and communications attended the ceremony in Mineola, New York.

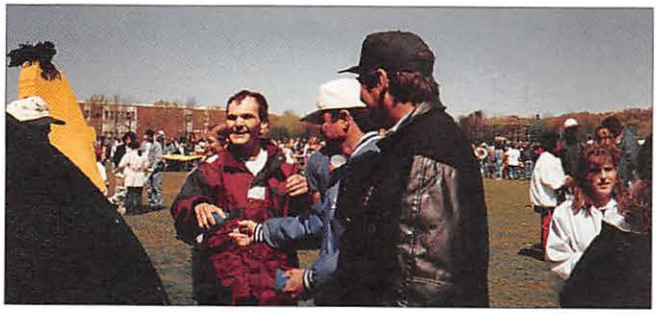
(l-r) Long Island Rail Road Chief Engineer Fred Smith addresses BRS members during the Signal Interlocking dedication ceremony in Mineola, New York. LIRR General Chairman W.A. Saar looks on with Phil Backus, LIRR Assistant Chief Engineer.

BRS Signal and Communication workers attend the Signal Interlocking dedication ceremony.

(l-r) LIRR Signal Inspectors J. Mascola, T.G. Passaretti, L.D. Freckleton, T.E. Meehan, Assistant Foreman T.E. Trezza, President Dan Pickett, Signal Inspector, J. Defalco, Assistant Foreman P.A. Marsala and Signal Inspector M. Harrigan pose for a photograph on the LIRR.

(l-r) LIRR Foreman C.F. Jack, Assistant Foreman D.C. Minchella, President Dan Pickett, Signal Inspector J. Tettit and Assistant Foreman P. Maurini take a moment to talk in their headquarters.

Suffolk County Special Olympics



Long Island General Chairman W.A. Saar looks on as a Special Olympics participant tries his hand at bean-bag toss. LIRR Signalmen made a bean-bag toss game fashioned after a three color signal.

General Chairmen's Meeting, Rosemont, IL

BRS President Dan Pickett welcomes the General Chairmen during their annual meeting.

Burlington Northern General Chairman R.D. Frank, asks a question about Grand Lodge finances during the annual General Chairmen's meeting.

(l-r) MP General Chairman, E.J. Anousakes, V. Van Artsdalen, Vice President West, Grand Lodge Representative, J.C. Boles, UP General Chairman, T.R. Macken, Local 185 Local Chairman, M.J. Ciurej and AT&SF General Chairman W.H. Little look through their handouts during the session on claims handling.

Metro-North Joint Local Meeting

New York, New York - On January 23, members from Local Lodges 7, 76 and 160 attended a Joint Local Meeting of the Metro-North General Committee at Grand Central Station. Also attending the meeting were Dan Pickett, President and J.L. Mattingly, Northeast Vice President.

Metro-North General Chairman G.T. Bernhard centered his discussions around the Section 6 Notice that his committee will serve on Metro-North. He welcomed any input from members on issues pertaining to the upcoming round of negotiations.

Members of Locals 7,76 and 160 listen as Northeast Vice President J.L. Mattingly speaks about Federal Safety Regulations.

(l) President Dan Pickett and (far right) Local 160 Vice-President J.L. Lane listen as Metro-North General Chairman G.T. Bernhard addresses the members of Locals 7,76 and 160.

CLOTH EMBLEM of BRS logo has white letters with red and black border, steam and diesel locomotives and green-over-red searchlight signal. Ideal for hats and jackets!

COASTERS are 3-inch diameter plastic with full-color BRS logo.

BRS MASTER NATIONAL AGREEMENT BOOK contains the basic provisions of national agreements negotiated with U.S. railroads and the BRS. The loose-leaf binder with 2-inch rings makes it easy to update or add additional materials, such as local agreements.

SIGNAL TRAINING COURSE as developed by Canadian National Ry., is used in signal training programs by many U.S. railroads. This modern premier training manual contains 4 volumes and 31 sections in one 3-inch binder. (copyrighted)

HISTORY OF THE BRS, ***"THE FIRST 75"*** as written by the late A.E. Lyon, who was BRS president 1934-1945. Contains the Brotherhood's history from its formation in 1901 through 1976. BRS members will enjoy reading about their Brotherhood's history and development.

BELT BUCKLE made of solid brass with BRS logo.

KEY TAGS made of solid brass with BRS logo and bound leather backing.

LAPEL PIN/TIE TACK has the BRS searchlight signal logo with outline and letters in gold. 5/8" in diameter. Makes an ideal hat pin!

DECALS have the BRS searchlight logo and are available in two diameter sizes - 2" & 4". The 2" decals have a **reflective** image of the BRS searchlight signal and are the perfect size for hard hats. The 4" decals have a **non-reflective** image of the BRS searchlight signal and are the perfect size for windows and bumpers. These pressure-sensitive decals are long-lasting and easy to apply.

GOLF CAPS have the BRS cloth colorlight emblem stitched into the front. Made of medium-weight cotton, they have an adjustable head band and come in six attractive colors (White, Black, Red, Grey, Brown Comouflage and Green Camouflage).

GOLF SHIRTS are made of a cotton/polyester blend and have the BRS colorlight logo embroidered in red and green. These comfortable shirts have a right hand breast pocket and are available only in white and in men's sizes.

WINDBREAKERS made of light-weight red nylon, have the cloth BRS colorlight emblem, two slash pockets, elastic wrist band and a bottom drawstring.

SPORTS STYLE JACKETS have a medium-weight polyester/ cotton blend shell with a nylon lining, elastic wrist and waist bands. Embroidered four-color BRS emblem. Available in light grey only.

WOOL/LEATHER BRS JACKETS have a heavy-weight wool shell, a nylon lining, with leather sleeves and collar. Embroidered four-color BRS emblem. Available in black only.

Minimum order accepted is $15.00 (U.S. Funds)

Make check or money order payable to:

Brotherhood of Railroad Signalmen

Mail payment and order to:

Brotherhood of Railroad Signalmen
Box U
Mount Prospect, IL 60056-9048

NAME _____

CERTIFICATE NUMBER _____

STREET _____

CITY _____

STATE / ZIP _____

The Signalman's Store
ORDER FORM

Please send me the following:

Item		Quantity Ordered	Price Each	Total $
Cloth Emblems			$ 2.50	
Coasters			.35	
BRS Master National Agreement (loose-leaf binder)			10.00	
Signal Training Course CN Edition - 4 volumes with binder			50.00	
History of the BRS *"The First 75"*			10.00	
Belt Buckle			12.00	
Key Tags			7.00	
Lapel Pin / Tie Tack			4.50	
Ref. Decals	2-inch		.25	
Non-Ref. Decals	4-inch		.20	
Camouflage Golf Caps NEW!!!	Brown		9.00	
	Green		9.00	
Golf Caps	White		9.00	
	Black		9.00	
	Red		9.00	
	Grey		9.00	
Golf Shirts	Med.		19.00	
	Large		19.00	
	X-Lg.		19.00	
Windbreakers	Small		22.50	
	Med.		22.50	
	Large		22.50	
	X-Lg.		22.50	
Sports Style Jackets	Med.		45.00	
	Large		45.00	
	X-Lg.		45.00	
	XX-Lg.		45.00	
Wool/Leather BRS Jackets NEW!!!	Med.		150.00	
	Large		150.00	
	X-Lg.		150.00	
	XX-Lg.		150.00	
TOTAL AMOUNT ENCLOSED				

FELA Directory - BRS Counsel

When Signalmen suffer a work-related injury or illness, BRS members or their families are encouraged to determine their rights and benefits under the Federal Employers' Liability Act before agreeing to any settlement with the railroad employer. The Brotherhood of Railroad Signalmen has designated the attorneys listed in this directory to serve as qualified counsel for BRS members in employee injury cases covered by FELA.

Attorneys are listed by state and are designated to serve BRS members living or working in the general region of their offices. Designation of FELA counsel is by authority of the BRS Executive Council only.

BRS members are encouraged to provide information regarding FELA cases, including criticism or commendations regarding the service of designated counsel, and information on injuries and settlements. This information, which will be used in the continuing evaluation of this program, should be sent to W. D. Pickett, President, Brotherhood of Railroad Signalmen, Box U, Mount Prospect, IL 60056-9048.

***Bold** print denotes additions or changes since the last issue of the Journal.*

ALABAMA

Clarence M. Small, Jr.
Rives & Peterson
1700 Financial Center
505 N. 20th St.
Birmingham, AL 35203-2607
Tel. (205) 328-8141
800-821-2994 (AL),
800-223-6159

CALIFORNIA

James F. Gilwee
The Crow Law Firm
700 E Street
Sacramento, CA 95814-1209
Tel. (916) 441-2980
800-345-2889 (CA),
800-445-2889

Jay A. Kaplan
Kaplan Law Corporation
5909 W. 3rd St.
Los Angeles, CA 90036
Tel. (213) 930-2744,
800-552-7526

Frederick L. Nelson
Hildebrand, McLeod & Nelson
414 - 13th St.
Oakland, CA 94612-2603
Tel. (510) 451-6732
800-448-7575 (CA),
800-447-7500

COLORADO

John J. Rossi
Rossi, Cos, Kiker & Inderwish
12203 East 2nd Ave.
Denver, CO 80011-8399
Tel. (303) 366-3501
800-421-6859 (CO),
800-325-4014

ILLINOIS

Frank W. Petro
Petro & Petro
310 S. Michigan Ave., Suite 1310
Chicago, IL 60604
Tel. (312) 362-9596,
800-472-5729

Daniel J. Downes
Hoey, Farina & Downes
542 S. Dearborn, Suite 200
Chicago, IL 60605
Tel. (312) 939-1212,
888-425-1212
Fax (312) 939-7842

MASSACHUSETTS

Robert T. Naumes
Thornton, Early & Naumes
60 State St.
Boston, MA 02109
Tel. (617) 227-8444,
800-431-4600

MINNESOTA

Robert N. Stone
Hunegs, Stone,
Koenig & LeNeave
1650 International Centre
900 Second Ave. South
Minneapolis, MN 55402
Tel. (612) 339-4511,
800-328-4340

MISSOURI

John T. "Jack" Peak
Hubbel, Sawyer, Peak, O'Neal & Napier
106 West 14th St., 12th Floor
Kansas City, MO 64105-1992
Tel. (816) 221-5666, 800-821-5257 Fax:(816) 221-5259

Drew C. Baebler
Bauer & Baebler
Suite 350
1010 Market Street
St. Louis, MO **63101**
Tel. (314)-241-7700, **Fax (314) 241-0003**, 800-682-4529

NEW MEXICO

Jay Thomas Youngdahl
Youngdahl, Sadin & Morgan
2929 Coors Blvd., N.W.,
Suite 100
Albuquerque, NM 87120
Tel. (505) 836-7446,
800-256-8072

NEW YORK

Ira M. Maurer
Elkind, Flynn & Maurer
11 Martine Avenue
White Plains, NY 10606
Tel.(914) 948-3131
Fax(914) 948-FELA

Michael Flynn
Elkind, Flynn & Maurer
1205 Franklin Avenue
Garden City, NY 11530
Tel.(516) 877-1234
Fax (516) 877-1177

OHIO

James B. Blumenstiel
Blumenstiel, Huhn, Wood & Adams
261 W. Johnstown Rd.
Columbus, OH 43230
Tel. (614) 475-9511
800-346-5728 (OH),
800-346-5729

Harold S. Stern
Chattman, Gaines & Stern
1400 Renaissance Center
1350 Euclid Avenue Suite 1400
Cleveland, OH 44115-1817
Tel. (216) 781-1700,
800-321-1700

OREGON

Monte Bricker
Bricker, Zakovics, Querin, Thompson & Ritchie, P.C.
One Main Place
101 SW Main Street Suite 915
Portland, OR 97204-3217
Tel. (503) 226-1151, 800-547-8811 Fax: (503) 273-9136

PENNSYLVANIA

Joseph A. Coffey, Jr.
Coffey & Kaye
Two Bala Plaza, Suite 718
Bala Cynwyd, PA 19004
Tel. (610) 668-9800
800-336-2500 (PA),
800-334-2500

Michael Y. Kleeman
Kleeman & Ableoser
The Carlton House, Suite 350
1819 John F. Kennedy Blvd.
Philadelphia, PA 19103
Tel. (215) 963-0187,
800-221-5697

Paul Moses
Evans & Ivory
1311 Frick Building
Pittsburgh, PA 15219
Tel. (412) 471-3740

TEXAS

Weldon Granger
Jones & Granger
10000 Memorial Dr., Suite 888
Houston, TX 77024
Tel. (713) 668-0230
800-392-0620 (TX),
800-231-3359

UTAH

Brent O. Hatch
Johnson & Hatch
10 West Broadway, Suite 400
Salt Lake City, UT 84101
Tel. (801)-363-6363,
800-574-6310

VIRGINIA

Willard J. Moody, Sr.
Moody, Strople & Kloeppel
Commerce Bank Building,
Suite 300
500 Crawford Street
P.O. Box 1138
Portsmouth, VA 23705
Tel. (757) 393-4093,
800-368-1033

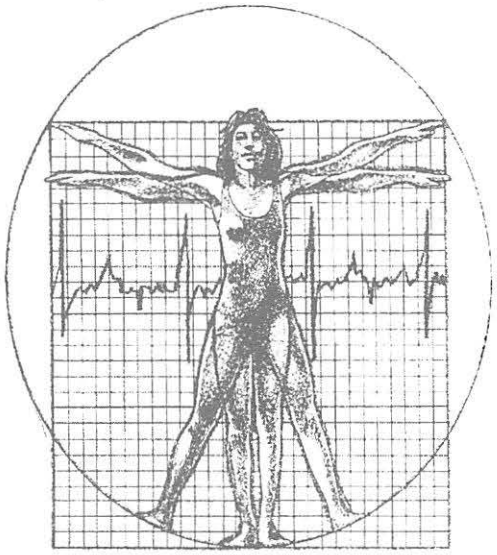
Eddie W. Wilson
Wilson, Hajeck & Shapiro
1294 Diamond Springs
P. O. Box 5369
Virginia Beach, VA 23455
Tel. (804)460-7776
800-752-0042

WASHINGTON, D.C.

Larry Mann
Alper, Mann & Weisbaum
1730 K Street, N.W. Suite 1107
Washington, DC 20006
Tel. (202) 298-9191
Fax (202) 290-9194
800-747-6266

BRS BENEFITS DIRECTORY

Where to file claims for all United HealthCare Insurance policies except Plan D:



United HealthCare
Railroad Claims
P.O. Box 30985
Salt Lake City, UT
84130-0985

1-800-842-5252

Where to file claims for United HealthCare Plan D (Under Policy GA-23111):

All claims under GA-23111, Plan D, will be processed in United HealthCare's Salt Lake City office. The new address and telephone number is:

United HealthCare
P.O. Box 30404
Salt Lake City, UT
84130-0404
1-800-809-0453

MetLife Policy GA-23000 Life Insurance Claim Information
MetLife
P.O. Box 6122
Utica, NY 13504-6122
1-800-310-7770

United HealthCare Policy GA-23000 Patient Advocate Program:
1-800-842-4555
United HealthCare Silent Witness Program
To report suspected billing fraud:
1-800-666-FRAUD

Aetna Managed Care Membership Services
P.O. Box 7064
Dover, DE
19903-1512
1-800-842-4044

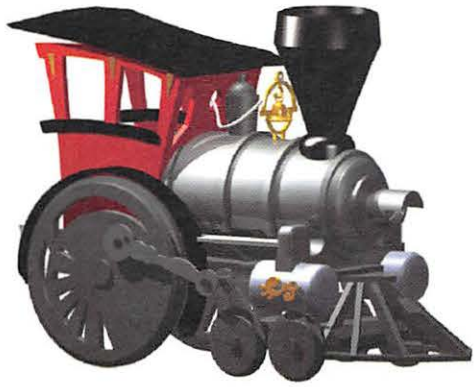
Mental Health and Substance Abuse Benefits
For treatment, claims or inquiries call:
Value Behavioral Health
(VBH)
800-934-7245
(800-934-RAIL)

Supplemental Sickness Benefits under Group Policy No. R-5000
Where to file claims:
Provident Insurance Co.
Group Claims - Franchise Division
P.O. Box 182526
Chattanooga, TN 37402
1-800-542-4231
Fax: (615) 499-3429

Dental Benefits under Group Policy No. GP-12000
Where to file claims:
Aetna Life Insurance Company
P.O. Box 120
Grand Rapids, MI 49501-0120
(616) 942-6400

Managed Pharmacy Benefit
Retail pharmacy network provides medication for acute, short-term care. Mail-order prescription service provides medication for chronic, long-term care. Managed Pharmacy Benefit is available to members covered under United HealthCare Plans GA-23000, GA-23111 Plan D, and GA-46000.

Merck-Medco Rx Services
1-800-842-0070



Wanted: Locomotive Engineer/Collector is looking for any old signal publications, railroad and signal company manuals. Also any old signal hardware such as relays, searchlight or semaphore mechanisms and complete signals. Send inquiries to: Denny Dollahon, 5249 Vener Avenue, Sacramento, California, 95841-2140.

The Collector's Corner

For Sale: Jim Beam Collectors' Decanter Train Set. Ten cars, including engine and caboose, plus some track. $500.00. Send inquires to: Robert Urban, 808 Quail Park East, Cleburne, Texas, 76031. Phone: (817) 517-5898.

Wanted: Anything and everything from the following railroads: Chicago & Alton, Alton, Missouri Pacific, MK&T, MP, and the GM&O. Please write: Robert Jones, 1114 S. Park, Sedalia, Missouri, 65301. Or E-mail: robertj@murlin.com

Wanted: Switch keys, locks, lanterns and other railroad collectibles from the CB&Q, GN, NP, SP&S, SL&SF and AT&SF. Send inquires to: Jeff S. Gilchrist, P.O. Box 631, Washtucna, WA, 99371-2464.

Wanted: Blue globe for kerosene lantern or lantern with blue globe. Send inquiries to: Joseph J. Hussey, 241 Akiba Road, Stroudsburg, Pennsylvania, 18360 or phone: (717) 620-0258.

Members who are interested in finding, trading or selling railroad memorabilia may place an ad in *The Collector's Corner* consisting of 50 words or less with their name, address and phone number. Ads are free to members and will be published on a space permitting basis.

Those members interested in placing an ad can send their correspondence to: *The Signalman's Journal, 601 W. Golf Rd., P.O. Box U, Mt. Prospect, IL, 60056.*

BRS Training Program a Success

Amtrak Signalmen Complete Classroom Sessions on Next Generation High Speed Train Control Systems

On January 12, at Ivy Tech State College (Ivy Tech), BRS Signalmen on Amtrak completed their classroom training on a new communication-based train control system. The classroom training was made possible by the $100,000 training grant awarded to the Brotherhood of Railroad Signalmen from the Federal Railroad Administration. After receiving the funds, the BRS awarded two training contracts to Ivy Tech and Giras Associates, Inc., for the joint development of a pilot training program for signal personnel involved in the installation, maintenance, troubleshooting, safety and operation of a new communications-based train control system.

There were four training classes consisting of 40 hours each during November and December 1997 and January of 1998.

The FRA, Amtrak and Harmon Industries provided support for this new and innovative training program. The joint training initiative is focused on FRA's Next Generation High Speed Rail Train Control Demonstration Project in Michigan.

This project was also designed to develop and deliver a pilot training program which demonstrates the effectiveness and benefits of a labor, industry and government consensus training effort - which can become a model for accommodating new technology training needs within our nation's railroad industry.

Employment Opportunities

American Systems Technologies, Inc., has positions available for Signal Project Engineers, Signal Maintainers and Construction Crew Signalpersons, Helpers and Assistants. The crews install crossing and wayside railroad signal systems throughout the United States. Crew members work sessions consisting of eight ten hour days with six days off. Daily per diem and travel allowances are paid in addition to our competitive rates.

AST offers a comprehensive benefits program which includes vacation and a 401k/profit sharing plan.There is also a incentive cash bonus program.

For immediate consideration, call Human Resources at the number below or send your confidential resume to:

American Systems Technologies, Inc.
A Subsidiary of ABC Rail Products Corporation
421 South Nine Mound Road
Verona, WI 53593
Ph: 1-800-255-2196
E-mail: lsenharts@abcrail.com

ALL POSITIONS ARE BRS UNION SHOP

Your union membership

opens the door

to mortgage and real estate savings

for your parents & children, too.

Even if you're not looking for a home, you can help your family buy, sell, and save!

Relatively speaking, no one brings your family savings and convenience like Union Member Mortgage and Real Estate!

▸ Because you're a union member, your parents and children can take advantage of the same outstanding advantages this program offers you, including helpful advice from experienced **mortgage counselors, competitive rates, low 5% down payments,*** and **an easy phone-in application process.**

▸ Plus, if they also use a program real estate agent to buy their home, they'll **save $350 on closing costs.** And if they sell through the program, too, they'll **save one-half of one percent on the real estate commission.**** So if you want to help your parents and children save, tell them about our great family of benefits.

1-800-848-6466

Mon–Fri 8:30am-9pm; Sat 9am-1pm (ET)
Se habla español

UNION MEMBER MORTGAGE AND REAL ESTATE

Your union membership— working for you.

* 5 percent down payment not available in all areas.
** The real estate seller's commission discount benefit is not available in AL, KS, MO, NE and WV.

Financing provided by The Chase Manhattan Bank or Chase Manhattan Mortgage Corporation. Equal Housing Lender